

Appendix 4D

Organisation Submissions – Route Corridors

Item	Submitting Organisation
001	Office of the Minister for Agriculture
002	Electricity Supply Board International
003	Housing Department - Roscommon Co. Co.
004	Heritage Officer - Roscommon Co. Co.
005	Irish Peatland Conservation Council
006	Bord na Mona
007	Failte Ireland
008	Office of Public Works - Hydrometric Section
009	Office of Public Works - Engineering Services
010	Shannon Regional Fisheries Board
011	An Garda Siochana
012	An Taisce
013	Hutchison 3G Ireland Limited
014	Department of the Environment, Heritage and Local
015	Health Services Executive
016	Bord Gais Networks
017	Department of Transport
018	Coras Iompair Eireann
019	Iarnrod Eireann

THE DEPARTMENT OF
AGRICULTURE & FOOD
AN ROINN TALMHAÍOCHTA AGUS BIA



With Compliments of
the Minister for Agriculture and Food

Mary Coughlan T.D.



Department of Agriculture and Food,
Kildare Street,
Dublin 2.
Tel: 00 353 1 676 3925
Fax: 00 353 1 661 1013

Constituency Office,
Quay Street,
Donegal.
Tel: 00 353 74 972 4270
Fax: 00 353 74 972 2447



Office of the Minister for Agriculture and Food, Dublin 2.

Oifig an Aire Talmhaíochta agus Bia, Baile Átha Cliath 2.

22nd November 2006

Mr Mark Keaveny
Senior Executive Engineer
National Roads Design Office
Racecourse Road
Roscommon

REGISTRY RECEIVED	23 NOV 2006
ACTION.....	FILE REF.....

PLEASE QUOTE REF NUMBER ON ALL CORRESPONDENCE.

Our Ref: 2006/26615N /JC

Dear Mr Keaveny

I wish to acknowledge receipt of your recent correspondence addressed to the Minister for Agriculture and Food, Mary Coughlan, TD concerning the N5 Strategic Corridor Study.

I will bring your letter to the Minister's attention.

Yours sincerely,


Martina Kearney
Private Secretary

RN 04 250-02 -5929



Office of the Minister for Agriculture and Food, Dublin 2.

Oifig an Aire Talmhaíochta agus Bia, Baile Átha Cliath 2.



7th March 2007

Mr Mark Keaveny
Senior Executive Engineer
National Roads Design Office
Racecourse Road
Roscommon
Co Roscommon


PLEASE QUOTE REF NUMBER ON ALL CORRESPONDENCE.
Our Ref: 2006/26615N /JC

Dear Mr Keaveny

I wish to acknowledge receipt of your further correspondence addressed to the Minister for Agriculture and Food, Mary Coughlan TD, concerning the N5 Strategic Corridor Study.

Enquiries are being made into this matter and a further reply will issue to you shortly.

Yours sincerely,


Martina Kearney
Private Secretary

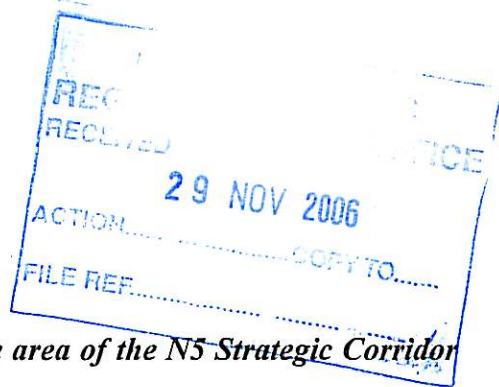


ESBI Engineering & Facility Management Ltd
9F Eastgate Avenue, Little Island, Co Cork, Ireland
Telephone +353-21-497 6300 Fax +353-21-497 6344
www.esbi.ie

Our Ref: PE452-F150-1-6006

23rd November 2006

Mr. Mark Keaveny,
Senior Executive Engineer,
National Roads Design Office,
Racecourse Road,
Roscommon.



Re: ESB Overhead Transmission Lines in the area of the N5 Strategic Corridor Study:- Ballaghadereen to Scramogue.

Dear Mark,

Thank you for the information on the proposed routes for the N5 from Ballaghadereen to Scramoge. I have examined the map of the area and would like to make the following observations with regard to the Overhead Transmission Lines in the area.

1. The **Flagford-Tonroe 110kV** Single Circuit Line passes close to the proposed and existing road between Tibohine and Glebe East. There is no conflict between the Road and the Line, however, consideration should be given to the Line if the regional roads in the area are being upgraded or resurfaced as part of the scheme or where machinery and equipment need to be used in areas close to the Line.
2. The **Cashla-Flagford 220kV** Single Circuit Line crosses all four route options. The Line is in conflict with the proposed routes as follows;

- Corridor 1: Span 210-213
- Corridor 2: Span 203-207
- Corridor 3: Span 196-197 (existing road crossing)
- Corridor 4: Span 183-186

The full extent of the conflict between the Line and the road is dependant on the final levels and location of the chosen route in relation to the Line and its Structures. However as all four proposed routes cross the Line relatively perpendicular it is most likely that a Diversion of the Line route will not be necessary. It should be noted that the ground clearance design parameters for Transmission Lines are significantly greater for Lines crossing roads than for Lines passing through open countryside, therefore for the three corridors which pass through open countryside it is possible that an Alteration to the Line will be necessary to maintain minimum ground clearance.



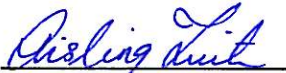
ESBI Engineering & Facility Management Ltd
9F Eastgate Avenue, Little Island, Co Cork, Ireland
Telephone +353-21-497 6300 Fax +353-21-497 6344
www.esbi.ie

- Span 52-53 of the **Flagford-Lanesboro 110kV** Single Circuit Line crosses the existing N5 at Scramoge, approximately 100m from the indicated end of the common corridor. Consideration needs to be given to this Line where machinery and equipment need to be used in areas close to the line or for any resurfacing and/or upgrade works on the N5 or Regional roads where they pass beneath the Line.

When you have selected your final route I would be grateful if you could provide me with the road levels where they cross below the Cashla-Flagford 220kV Line. At this stage I can examine the road design and inform you of required clearances and if there is a need to alter the Line to accommodate the road.

If you need further information or assistance, please contact me by phone at 021-4976317 / 087 6571393 or by email at aisling.tuite@esbi.ie.

Yours sincerely,



Aisling Tuite,
Consultant,
Asset Management Services.

Copy: Mr John Linehan, Manager Networks Projects, North, Cranmore Rd., Sligo.
Ms Mary Kehoe, Project Engineer, ESB Networks, Cranmore Road, Sligo.
Mr Benny Holmes, Project Supervisor, ESB Networks, Cranmore Rd., Sligo

Memorandum

To: Mark Keaveny, SEE, NRDO.
From: John O'Rourke, Senior Engineer, Housing.
Date: 27/11/06
Re: N5 Strategic Corridor Study.

Social Housing provided by Roscommon County Council is generally located in the towns and villages. Within the band of corridors now under consideration social housing is located in Strokestown, Tulsk, Castleplunkett, Ballinagare and Frenchpark. It appears from examining the corridors that they are so designed to avoid the built up area and immediate outskirts of these towns and as a result have no impact on the future provision of Social Housing.

Note that the only town to which the provisions of Part V apply is Strokestown. Therefore it would be preferable if land zoned for residential use was avoided.



John O'Rourke
Senior Engineer

29 NOV 2006



**Roscommon
County Council**
Courthouse
Roscommon

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 - Arts Officer 6637285
 - Community & Enterprise 6637325
 - Corporate Services 6637140
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 - Fire Services 6637130
 - Housing 6637230
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 - Motor Tax 6637250
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 - Rates 6637210
 - RCDB 6637325
 - Reg. of Electors 6637147
 - Roads 6637152
 - Stores 6637225
 - Water Services 6637165

Tá fáilte romhat gnó a dhéanamh as Gaeilge



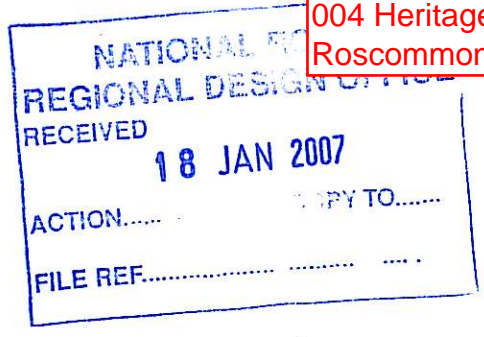
COMHAIRLE CHONTAE ROS COMÁIN

Roscommon County Council R N O 4 2 5 0 - 0 2 - 5 5 6 0 .

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ROS COMÁIN
Teil: 090-6637100 Faics: 090-6637108

COURTHOUSE
ROSCOMMON
Tel: 090-6637100 Fax: 090-6637108

Mark Keaveny,
Senior Executive Engineer,
NRDO
Racecourse Road,
Roscommon,
Co. Roscommon.



004 Heritage Officer -
Roscommon Co. Co.

17th January 2007

Re: N5 Strategic Corridor Study – Route Corridor Selection Study Phase

Dear Mark,

Impacts on ecology of the feasible route corridors should be assessed as set out Chapter 4 of the NRA Guidelines for Assessment of Ecological Impacts of National Road Schemes.

Impacts on architectural heritage of the feasible route corridors should be assessed as set out in Chapter 4 of the NRA Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes.

Impacts on Bats of the feasible route corridors should be assessed as set out in Chapter 4 of the NRA Best Practice Guidelines for the Conservation of bats in the Planning of National Road Schemes.

Impacts on archaeology of the feasible route corridors should be assessed as set out in Chapter 4 of the NRA Guidelines for the Assessment of Archaeological Heritage Impacts of national Road Schemes.

Having regard to the above I wish to emphasise the cultural and landscape significance of the Rathcroghan Archaeological Complex. Corridor 2 is exceptionally close to this area. Also the Carns Archaeological Complex, located south of Tulsk, west of the N61. Some information on recent archaeological excavation and research at Carns by the Discovery Programme is attached.

I hope this is of assistance to you. If you have any queries please contact me.

Yours sincerely,

Nollaig McKeon
Nollaig McKeon.
Heritage Officer.
090 6637135
nmckeon@roscommoncoco.ie





The Discovery Programme



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Report on recent survey and excavation at Carns townland, Co. Roscommon

Introduction

The Project has concentrated on a well-documented network of relict field boundaries and deserted settlements that can be traced over many kilometres throughout north Roscommon. An argument has been made, based on a relative chronology of earlier and later features, that the system has its origins in the Middle Ages. If this proves to be the case, they will be central to addressing the dearth of knowledge about medieval settlement and agriculture in Gaelic areas that remained outside of English occupation. The team is currently mapping these relict field boundaries and settlements. This is an overview of recent survey and excavation as part of the Carns townland micro-study, which has begun to reveal a medieval settlement in its broader context.

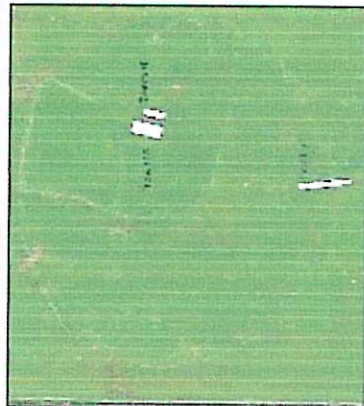
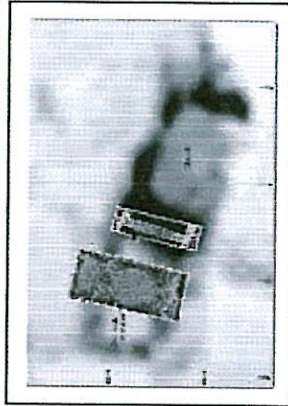
Aerial Survey and landscape mapping

The Project commissioned an aerial survey of an approximately 70 km² area that focused on the dense concentration of field systems around Rathcroghan and Carnfree. The primary product of that survey is a series of high resolution digital elevation models and orthophotos; high resolution imagery that has been geometrically corrected to mapping accuracy. Earthworks, settlements and field systems have been plotted accurately and to scale. This has facilitated rapid landscape analysis, pinpointing locations for more detailed fieldwork, such as Carns.

Carns townland: case study

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Carns townland was chosen as a detailed case study because it has a wide range of relict earthworks representing long-term occupation since prehistoric times in addition to a well documented medieval presence. Carns takes its name from a prehistoric burial cairn known as Carnfree named after *Fraoch*, the hero of the Early Irish saga, *Táin Bó Fraíoch*. This area was traditionally referred to as *Cnoc na Dála* ('The Hill of the Assembly'). A tradition that Saint Patrick chose this location for a church, the *Domhnach Mór Maighe Selga*, indicates a concerted effort to integrate this important assembly point into early Irish Christian tradition between the fifth and seventh centuries. A large circular enclosure at the east end of the Carnfree ridge has been identified as this site. It has a diameter of c.125m and is defined by an earthen bank. This pedigree ensured its central importance to the O'Conor lordship as a place of inauguration. The earliest mention of *Carn Fraich* in the annals is in AD 1225 when *Toirdelbach*, son of *Ruaidri Ua Conchobair*, was inaugurated there as king of Connaught. A moated site nearby reveals a broader medieval occupation in the vicinity and suggests a broader 'landscape of lordship' comprising of church, residence and inauguration site. The most notable example of a Gaelic moated site was the palace and stronghold of *Aodh Ua Conchobair* constructed nearby at Cloonfree, sometime in the first decade of the fourteenth century.

Chronology of enclosure and settlement

A relative chronology of settlement and land enclosure has been formulated based on analysis of the relict earthworks and by examination of historic maps. The majority of relict earthen boundaries are off-line and overlain by the 'modern' system of stone walls depicted on the 1837 Ordnance Survey First Edition 6" map. They form a co-axial field system for which a medieval origin has been proposed. The fields reveal evidence for localised modification associated with a number of deserted settlements. The remains of up to twenty-three house sites, associated gardens and more extensive tillage plots are focused into three clusters. The origins and evolution of the settlement is uncertain and it has not yet been established if they are contemporary.

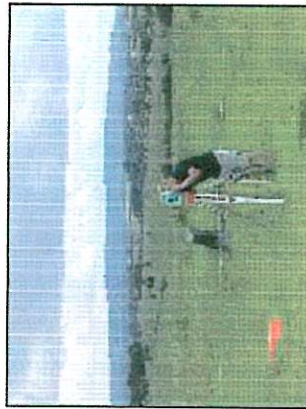
The early medieval church enclosure was incorporated into the later field



system. The resulting pattern of small fields or gardens around it suggests that the enclosure continued as a focus of settlement and habitation. The final phase is distinguished by the removal and rebuilding of parts of the enclosure and surrounding field boundaries. Up to nine potential house sites located inside and around the enclosure appear to be associated with this phase. A second cluster of at least eight houses to the west known locally as the sean baile may represent an expansion of the aforementioned settlement. Here the houses and clearly defined gardens truncate and are off-line with a major boundary of the field system. Although this cluster is clearly secondary to the main field system, it would appear that the inhabitants continued to use most of the earlier field boundaries. A third cluster of five houses, located in the SW corner of the townland, is another later insertion.

Excavation

The circular enclosure (RO-028-075) was targeted for excavation because it appeared to be the primary settlement node within the field system. Therefore, it represented the best opportunity to place the field system in a broad context and to understand long-term occupation in the townland. Despite local tradition, there was no upstanding evidence that definitively proved the site had been the location of a church. In fact, the earthworks, representing building foundations and gardens, suggested a settlement of medieval or later date. This was the primary focus of attention, although the scope was broadened in light of exciting geophysical survey results that revealed a hitherto unsuspected prehistoric phase underlying the earthworks. A figure-of-eight structure inside a bivallate enclosure was revealed inside the enclosure. It has parallels with other prehistoric places of assembly and kingship, such as *Emain Macha*, Co. Armagh and *Dún Ailinne*, Co. Kildare. This reinforced the importance of the site as a location where long-term continuity could be expected that would reward investigation.



The purpose of the excavation was to establish a clear function for the site, ascertain if there was a medieval phase and establish clear dates for the site's abandonment and occupation. Two discrete areas were investigated; a building located near the centre of the enclosure

(Trenches 1A & 1B) and the boundary of the enclosure, where it adjoined a relict field bank (Trench 2). Investigation of the building foundations exposed the west gable-end of a medieval church building and an extension to the west. Both phases incorporate punch-dressed stones suggesting a broad fifteenth to seventeenth century date. Animal bone was found throughout the demolition layers around the building, on the floors and within a possible refuse pit located within the extension suggesting it was a domestic range attached to the church. The discovery of human burials including neo-natal remains on the floor level confirmed local tradition of a *cillín*, or unconsecrated burial ground in the vicinity and suggests the site continued as a place of burial after the abandonment and demolition of the church. However, the discovery of a burial under the west gable wall of the main building also established that the site was the focus of a much longer tradition of burial.

The origins of the church site were pushed further back by the discovery of an early medieval lignite bracelet and an ogham stone, which supports the contention of the antiquarian John O'Donovan, that this was the location of the Patrician church of *Domhnach Mór Maighe Seilge*. The inscription is currently being translated and potentially dates to the sixth century AD or earlier and it may reveal the name of an early population group associated with the site. The early church site was evidently substantial and investigations on the 400 metre long perimeter of the circular enclosure (Trench 2) have revealed that the site was originally enclosed by a substantial 2m thick drystone wall.

One of the earlier enclosing ditches revealed by the magnetic gradiometry survey, was also exposed in order to establish its depth and in order to retrieve dating evidence (Trench 2). It proved to be c.1.6m deep and contained a well preserved assemblage of animal bones that may prove to be the earliest faunal assemblage recovered. Dating the bones will establish if the intriguing earthworks that pre-date the church are in fact a prehistoric phase. A field boundary post-dating the dry stone wall was also excavated and revealed burnt deposits at its base that will be sent for radiocarbon dating.

Environmental work

An environmental survey was also initiated in conjunction with the Programme's palaeoenvironmental scientist Dr. Ingelise Stuijts. The team undertook a basic assessment of the terrain and the field system in Carns townland so as to identify suitable locations for the retrieval of environmental data. Coring of a boggy area east of the site has produced promising results, where intact deposits have been recovered. This sample has great potential because it has been retrieved from within a landscape rich in prehistoric and medieval monuments. It will hopefully enable a detailed reconstruction of past land-use patterns based on the archaeological evidence in conjunction with the palaeo-environmental record.

Looking forward

The 2006 season has been successful. The excavation has confirmed O'Donovan's assertion that the circular enclosure was the location of the historic Patrician site of *Domhnach Mór Maighe Seilge*. In fact, there is potential for long-term occupation stretching from prehistory to recent times. The close symmetry of the prehistoric features and the stone enclosure raises the tantalising possibility that this church site was developed on or deliberately subsumed an earlier prehistoric centre. Excavation has also established that, despite the silence of the historical records, the church site was maintained through the later Middle Ages. The site subsequently continued as a place of burial in the form of a *cillin*. The relationship of the medieval church and the burials to the larger settlement and field system has yet to be established. It is intended to pursue this further during 2007.

Acknowledgements

We are grateful to the Curran family, for permission to excavate. We would also like to thank the following: Paul Gibson and Dot George of the Geography Department, NUI Maynooth, for carrying out the geophysical survey; David Cole for wielding his metal detector so expertly; Anthony Corns and Robert Shaw of the Discovery Programme for ongoing technical support; the excavation team which consisted of Richard Clutterbuck, Tiffany Cochrane, Stephanie Contino, Deirdre Doherty,

Richard Gray, Betty Gray, Brid Greene, Sean Mandell, Siobhan McDermott, Seamas McGinley, Aidan Mc Guinness, Kathryn Hampton, Sile Healy, Brittany Henthorne, Orla Howley, Brett Janos, Kelsy Perry, Catherine Riley, and Brian Lacey (CEO, Discovery Programme); Jim Mulrennan of Liosnanean for his help each year back-filling. We would also like to acknowledge the specialist input by other members of the Discovery Programme, especially Anne Connon (Historian) and Ingelise Stuijts (Environmentalist); Niall Brady (Project Director), John Bradley, Michael Ryan, Terry Barry and Michael Potterton for their advice, support and encouragement. We are grateful to Fionbarr Moore (archaeologist, DoEHLG and member of the Discovery Programme council) for his advice and patient recording of the ogham stone. Thanks are also due to Carolyn Candish and staff at the *Cruachain Aí* Heritage and Visitor Centre as well as Justin and all the staff of the Comfy Café.

Brian Shanahan, Assistant Director

Rory McNeary, Research Archaeologist

Medieval Rural Settlement Project, 13-12-06



IRISH PEATLAND CONSERVATION COUNCIL

005 Irish Peatland Conservation
Council

COMHAIRLE CHAOMHNAITHE PHORTAIGH NA HÉIREANN

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Liolach Mór, Rath Iomgáin, Co. Chill Dara, Éire

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Mr Mark Keaveny
Senior Executive Engineer
National Roads Design Office
Racecourse Road
Roscommon
Co. Roscommon

4th December 2006

RE: N5 Strategic Corridor Study
Your Ref RN04250-02-5038

Dear Mr Keaveny

I refer to your letter of the 17th November 2006 in relation to the above road proposal.

I have checked through the IPCC's database of peatland sites of conservation importance in Ireland.

I wish to bring the following to your attention. The sites highlighted below lie on the actual corridors proposed or within 1km of the corridors.

Corridor 1 The following sites are affected:

614 Cloonshanville Bog SAC
1626 Annaghmore Lough
Ballynohowna Raised Bog Grid Reference M755900

Corridor 2

592 Bellanagare Bog SAC
1627 Corbally Turlough
1617 Ardakillin Lough

Corridor 3

1627 Corbally Turlough

Corridor 4

612 Mullygollan Turlough
592 Bellanagare Bog SAC
594 Brierfield Turlough
598 Castleplunket Turlough



IPCC are concerned about all of the routes you are proposing. This part of the country contains a cluster of raised bogs and fens and is relatively free from the industrial peat development. It has a rich biodiversity as a result and there are substantial areas of semi-natural habitats providing corridors for wildlife migration. The best proposed option from IPCC's point of view would therefore be the existing route (Corridor 3) taking into account the effects of any changes on 1627 Corbally Turlough which occurs adjacent to the proposed corridor.

Yours sincerely

Caroline Hurley

Caroline Hurley M.Sc.
Conservation Officer

ACTION FOR BOGS AND WILDLIFE

006 Bord na Mona

Mark Keaveny

From: Danny Murray [Danny.Murray@bnm.ie]
Sent: 11 December 2006 11:48
To: Mark Keaveny
Subject: RE:-N5 STRATEGIC CORRIDOR STUDY

Mark,

Having looked at route corridor options for N5, We do not have any comments to make at the moment.

Yours Sincerely,

Danny Murray.

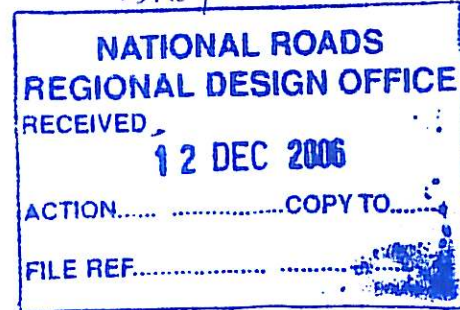
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Fáilte Ireland

National Tourism Development Authority

R104250-02-5370
↳ correspondence
↳ Response >



8th December 2006

Mr. Mark Keaveny
Senior Executive Engineer
National Roads Design Office
Racecourse Road
Roscommon
Co Roscommon

Re: N5 Strategic Corridor Study

Dear Mr. Keaveny,

Fáilte Ireland welcome the opportunity to comment on Phase 3 - Route Corridor Selection - of the development of the N5 in County Roscommon, between Ballaghaderreen and Scramoge, on behalf of Roscommon County Council and the National Roads Authority..

A primary concern for Fáilte Ireland is the potential impact of the proposed new road on the integrity and setting of Strokestown House and demesne. It is recommended that consideration be taken of the House and its setting, in order that the proposed new road does not result in any direct or indirect negative impact.

Additionally, Roscommon Tourism has developed four touring routes which, in the main, follow the existing national and regional road network. Of these four touring routes, two of them follow the full length of proposed Corridor 3 (tour 2 and tour 3). Fáilte Ireland recommends that minimal interruption is caused to these existing touring routes and that opportunities are taken, where appropriate, to provide strategic links from the new road to these routes, which have been carefully designed to facilitate easy access to Roscommon's important tourism resources. Further information on the touring routes can be found at www.visitroscommon.ie/routes.asp.

Yours sincerely,

PP 

Paddy Mathews,
Manager, Environment Unit



RN04250-02-5150
Consultations - Responses

Mark Keaveny

From: ian.richardson@opw.ie
Sent: 28 November 2006 10:05
To: Mark Keaveny
Cc: Cyril.mccarthy@opw.ie
Subject: N5 Strategic Corridor Study

Mark,

In reply to your letter of 17th November 2006 reference number RM04250-02-5038

I have discussed your letter with my colleague Cyril McCarthy in the OPW Drainage Maintenance (West) Section. As these matters are of greater significance to his section he will respond in full regarding this matter in due course.

In the meantime in terms of hydrometric data I would direct you to the OPW Hydrometric data available online at www.opw.ie/hydro.

If you have any further queries regarding OPW hydrometric data you should contact the hydrometric office here at Main Street, Headford, Co. Galway.

By email: hydrometric@opw.ie

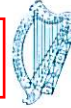
or telephone: 093 36372

Regards
Iain Richardson
Hydrometric Section
Office of Public Works
093 36371

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Baile Átha Cliath 2

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Fax Number: (01) 661 0747

Website: www.opw.ie

**Our Ref: C85/100/533/9
1618-2006**

Your Ref: RN04250-02-5038

**Mr. Mark Keaveny,
Senior Executive Engineer,
National Roads Design Office,
Racecourse Road,
Roscommon,
Co. Roscommon.**

*RN04250-02-5460
↳ Consultation
↳ Response*

Re: N5 Strategic Corridor Study.

Dear Mr. Keaveny,

I refer to your correspondence, which was received in our Headford Office 21st November 2006, in relation to the above matter.

The documentation submitted has been examined and the Commissioners of Public Works would like to make the following comments and requirements:

The corridor crosses a number of channels associated with the Boyle Drainage Scheme, the Longford Drainage District, the Keenagh Drainage District, the Strokestown Drainage District and the Elphin Drainage District. Please see attached maps indicating Drainage Schemes marked in Blue lines, Drainage Districts marked in Red lines, Bridges marked by yellow stars and Benefiting lands marked by shaded green areas. This Office has a maintenance responsibility for the Boyle Arterial Drainage Schemes and the relevant Local Authority has responsibility for the maintenance of the Drainage Districts.

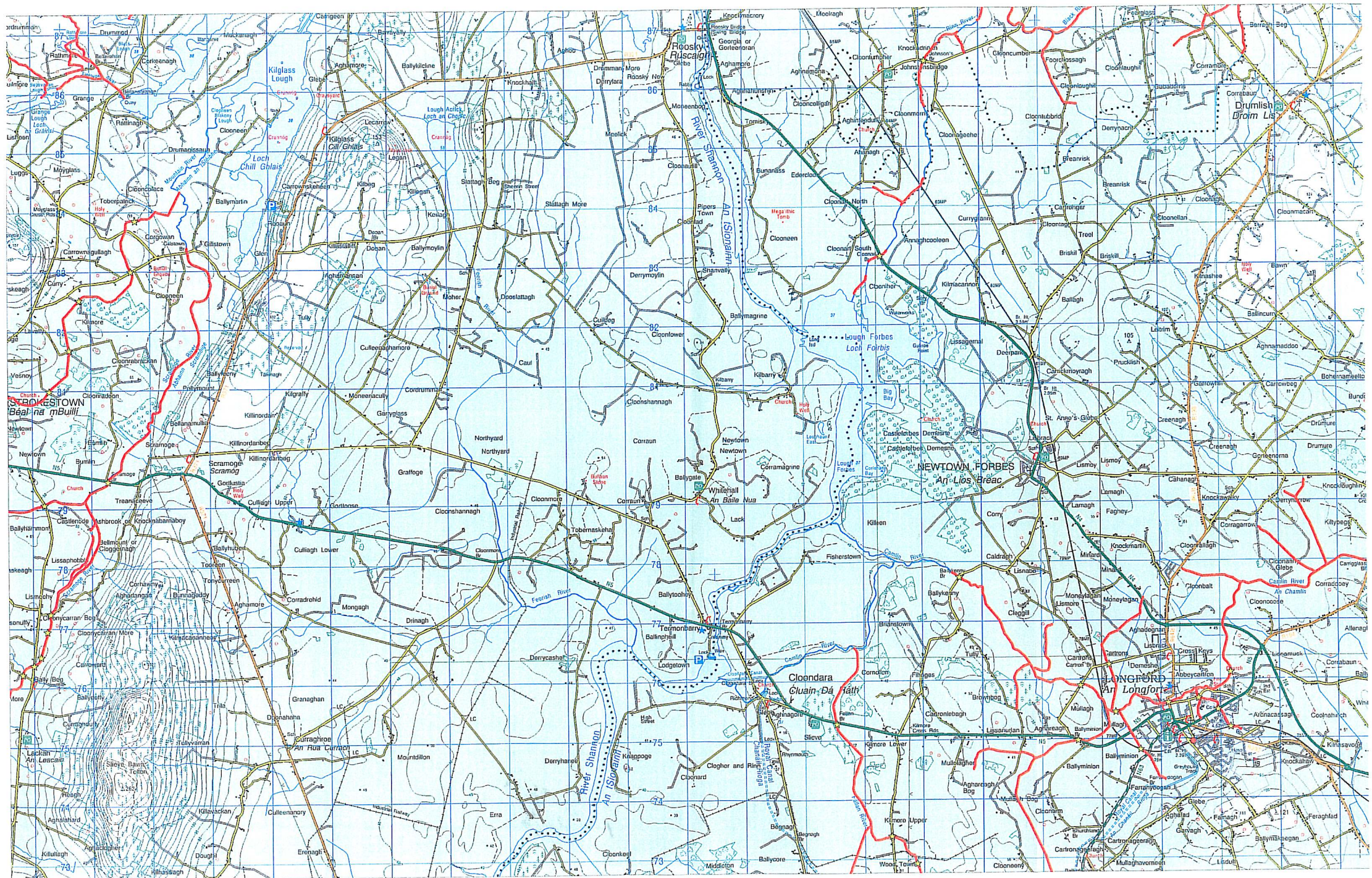
Requirements of this Office:

- That a **7m** clear and level access and egress along its channels to carry out maintenance.
- That no flooding should be caused during or after construction of the project.
- Any water crossing associated with the project requires Section 50 consent from the Commissioners of Public Works under the Arterial Drainage Act, 1945.

Yours sincerely,

Joan Crosbie
Joan Crosbie
Engineering Services
28th December 2006.

*to be summed
copy IAS*





Shannon Regional Fisheries Board

Bord Iascaigh Réigiúnach an Sionainne

AN04250-02-5464
↳ consultation
↳ response >



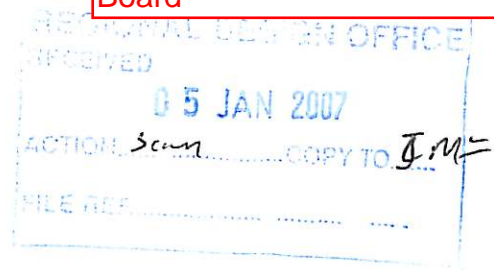
Fisheries Ireland
Our Natural Heritage

Shannon Regional Fisheries Board,
Drumsna
Carrick on Shannon
Co. Leitrim

Mr Mark Keaveny
Senior Executive Engineer
Roscommon National Roads Design Office
Racecourse Road
Roscommon

2nd January 2007

010 Shannon Regional Fisheries Board



Re: N5 County Roscommon Route Corridors

Dear Mr Keaveny

In response to our recent meeting and your request for the Shannon Regional Fisheries Board's views on the proposed route corridors (see drawing no. RN04250-18-262), the Board has the following comments to make:

Watercourse crossings and road drainage must be completed in accordance with the Shannon Regional Fisheries Board's requirements and further consultations must take place in relation to the proposed route, particularly at such time as a clear route and watercourse crossing locations have been established.

Preference depends to a certain extent on the layout of the actual road within the corridor as this will determine the number and location of river crossings and the extent and number of watercourse diversions. As discussed at our meeting we will assume that no lake crossings will take place (despite lakes being indicated within the corridor) and that where possible watercourse crossings will be as short as possible and watercourse diversions will be kept to a minimum.

No net loss should occur to fisheries habitat and water quality as a result of this road scheme. As far as possible watercourse diversions should be avoided, where there is no other viable alternative, a diversion may be permissible.

The Shannon Regional
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Ashbourne Business Park
Dock Road
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Where a diversion has been agreed with the Shannon Regional Fisheries Board and instream fisheries development works are required to provide habitat. The cost of these works should be borne by the contractor and works must be carried out to meet with Shannon Regional Fisheries Board's specifications. The Board may require that an Officer of the Board is present to supervise these works.

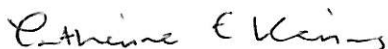
It is likely that green corridor 3 (along the existing road) might result in the least disturbance to watercourses. The comments below should be considered in the context of the preceding paragraphs. In relation to the proposed new corridors, the blue corridor 1, passing through the North Eastern quadrant would have less impact on the Scramogue River, than those passing through the South East quadrant. The Board would have a strong preference for this part of the blue route and would have concerns about the number of watercourse crossings of the Ogullia River in the Eastern area and the Scramogue river system in the South Eastern quadrant (corridors 2, 2a, 2b and 4) and the likely effects on fisheries habitat in these areas. However in the Western area the blue corridor (1) crosses and runs along tributaries of the Owenforeesha River and, and may necessitate a number of diversions, unless these could be avoided, the preferred option would be the purple (2), pink (4) or red route (2a) through the North Western Quadrant crossing to the blue route around the Mullenduff or Mantua area, i.e. route 1a.

In summary route 1a is the preferred route, followed by route 1 especially if the road could be placed within the corridor to minimise the number of diversions required to tributaries of the Owenforeesha River. The Shannon Regional Fisheries Board believe that routes 2, 2a, 2b and 4 would necessitate a large number of crossings of the Scramogue River and are in close proximity to Cloonfree Lough, both of which hold good trout stocks and should be avoided if possible.

If it would simplify matters, I could meet with you to outline or preferences on the drawing to clarify matters and avoid any confusion.

Please do not hesitate to contact me should you have any queries.

yours sincerely



Catherine E Kerins
Fisheries Environmental Officer

An Garda Síochána

011 An Garda Síochána

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Please quote the following Ref. No
RG 25.66/06



Chief Superintendent
An Garda Síochána
Roscommon

WebSite: www.garda.ie
E-mail:

Date: 20th December 2006.

Mark Keaveny,
Senior Executive Engineer,
National Roads Design Office,
Racecourse Road,
Roscommon.

Re: N. 5 Strategic Corridor Study.

A Chara,

With reference to the above and yours of the 17/11/06.

I have studied the drawings / maps and have concluded that Corridor 2 (Purple) appears to be the most appropriate in the circumstances and the preferred route.

Mise le meas,


(P. Moyrihan)

Chief Superintendent.



Mission Statement:

To achieve the highest attainable level of Personal Protection, Community Commitment and State Security.



012 An Taisce

AN TAIISCE – THE NATIONAL TRUST FOR IRELAND

Our Ref: 20070108-20-N5

8 January 2007

Mr Mark Keaveny,
Senior Engineer
National Roads Design Office
Racecourse Road
Roscommon



RE: N5 Strategic Corridor Study

Dear Mr Keaveny,

Thank you for your letter of 14 December 2006 requesting comment on the above.

All of the proposed routes raise concern at impact on Rathcroghan Archaeological complex.

Yours sincerely

IAN LUMLEY
Heritage Officer

RN04250-02-5557

Mark Keaveny

From: Declan Gaffney [Declan.Gaffney@three.ie]
Sent: 16 January 2007 10:19
To: Mark Keaveny
Subject: N5 Strategic Corridor study

013 Hutchison 3G Ireland Limited

Hi Mark.

I have received the maps outlining the proposals for the N5. None of the proposed routes have any impact on our infrastructure so we have no preference for any particular route.

Kind Regards

Declan Gaffney
Technical Project Manager, 3 Ireland
Mobile: +353 83 3301450
www.3Ireland.ie

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AN ROINN COMHSHAOIL, OIÐHREACHTA AGUS RIALTAIS ÁITIÚIL
DEPARTMENT OF THE ENVIRONMENT, HERITAGE
AND LOCAL GOVERNMENT

014 Department of the
Environment, Heritage and Local
Government

Mr. Mark Keaveny
Senior Executive Engineer
National Roads Design Office
Roscommon Co. Council
Racecourse Road
Roscommon

18th December 2006

Re: N5 Strategic Corridor Study

Dear Mr. Keaveny,

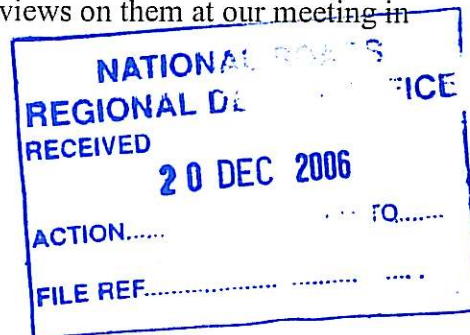
I wish to acknowledge receipt of your letter of the 14th December and the enclosed maps showing the route corridor options for the N5 between Ballaghaderreen and Scramoge.

To date we have not received the report on the Constraints Study carried out but I have been informed by Mr. Michael McDonagh, Project Archaeologist, that this will be sent to us this week.

When we have received the report we will be in a position to consider the route corridor options and we can discuss our views on them at our meeting in January.

Yours sincerely

Brian K. Duffy
Chief Archaeologist
National Monuments Service



AN ROINN COMHSHAOIL

OIÐHREACHTA AGUS

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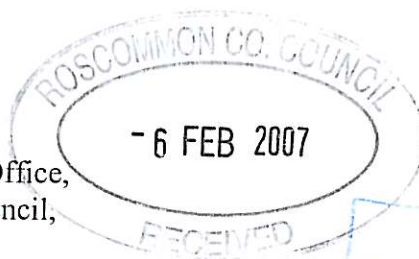
Locall 1890 321 421





02 February 2007

Our Ref: G2006/903



National Roads Design Office,
Roscommon County Council,
Courthouse,
Roscommon



Re: N5 Strategic Corridor Study

A Chara,

We refer to the above-proposed development. Outlined below are the architectural and nature conservation recommendations of the Department of the Environment, Heritage and Local Government.

Architecture

It is recommended that the report for the Strategic Corridor Study Stage of the N5 running from east of Ballaghaderreen to east of Strokestown at Scramoge should take into account the effect of the road proposals on the architectural heritage of the each of the proposed corridors.

Collating the Environmental Impact Statement (EIS) for a particular road scheme is an incremental process which begins by establishing a Study Area. Information which is gathered at each subsequent stage is added to that already in place.

While having a focus on the content of the eventual EIS, the advice notes given in Appendix 1 are put forward as an aid to the different stages of that process in relation to assessing impact on architectural heritage.

In addition, it is recommended that the Draft Guidelines issued by the National Roads Authority for assessing the impact of road schemes on architectural heritage are also consulted.

Nature Conservation

It is noted that the following sites will be impacted by the proposed N5 route:

- Route Corridor 1 will impact on Cloonshanville Bog Special Special Area of Conservation (SAC) site code no. 000614;
- Route Corridor 2 will impact on Corbally Turlough proposed Natural Heritage Area (pNHA) site code no. 001627;

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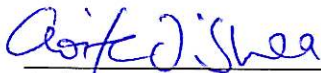


- Route Corridor 4 will impact on Briersfield Turlough pNHA site code no. 000594 and on Ballanagare Bog SAC site code no. 000592/Special Protection Area (SPA) site code 004105.

Other environmental aspects relating to nature conservation which the NRDO need to take into consideration include the impacts that route corridors 4, 2 and 1 may have on (specifically the habitats and species) in the lake cluster W and NW of Strokestown (includes Annaghmore Lough SAC site code no. 001626).

This recommendation is based on papers submitted to this Department on a pre-planning basis and is made without prejudice to any decision the Minister may take upon sight of a formal planning application.

Yours sincerely,



Aoife O'Shea

Development Applications Unit

Encl.

Appendix 1

Strategic Corridor Study of N5 between Ballaghaderreen and Scramoge

Environmental Impact Assessment in relation to Architectural Heritage

The following comments and recommendations are made as an aid to making an Environmental Impact Assessment of the impact on architectural heritage and is not an indication of the view of the Department of the Environment and Local Government on the merits of the proposed road scheme.

It is recognised that collating an Environmental Impact Statement (EIS) for a particular road scheme is in incremental process which begins by establishing a Study Area. Information which is gathered at each subsequent stage is added to that already in place. While having a focus on the content of the eventual EIS, the advice notes given below are put forward as an aid to the different stages of that process in relation to assessing impact on architectural heritage.

It may be that there will be little or no impact on the architectural heritage in the vicinity of any of the proposed corridors in N5 Strategic Corridor Study Area. However it should be noted that, as set out below, 'architectural heritage' is a material asset which must be taken into account where an EIS is to be prepared. In that context these advice notes may be of assistance in ensuring that the issue of 'architectural heritage' is properly addressed at all stages of the route selection and road design process, and the content of the EIS is not subject to unwarranted challenge due to inadvertent omission.

1. Environmental Impact Assessment Background

1.1 An Environmental Impact Statement (EIS) relating to a proposed road scheme requires a description of aspects of the environment likely to be significantly affected by the proposed road scheme, including in particular -
"material assets, including the architectural and archaeological heritage, and the cultural heritage".

1.2 Since the adoption of the European Communities (Environmental Impact Assessment)(Amendment) Regulations 1999, S.I. 93 of 1999, which came into effect on the 1st May 1999, the matter of 'architectural heritage' is now an integral part of the EIS process. As such it is important that it documented in its own right within the EIS. It should not simply be addressed as an adjunct to considerations of an archaeological or cultural heritage nature.

1.3 It should be noted that, as set out in Section 3 below, "*Defining Architectural Heritage*", it is not correct to equate 'architectural heritage' with a sub-set of structures taken from the architectural heritage of an area which are included by a planning authority in the Record of Protected Structures.

In addition, as also set out in Section 3 below, reliance merely on a 'desk top study' in order to identify the impact on structures of architectural heritage merit within the vicinity of a proposed road scheme is not likely to be sufficiently comprehensive.

1.4 It should be noted that it is possible to identify most structures of architectural heritage significance upon which there might be an impact very early in the route selection process. Given the nature of the built environment of the various proposed corridors within the N5 Strategic Corridor Study Area, it may well be that there is little of architectural heritage merit in any area generally. However, it is recommended that this should be specifically investigated. Where no structures of architectural heritage merit exist either within or in the vicinity of a proposed corridor, this should be clearly stated in the documentation produced at each stage in the process. This, in turn, will establish the 'technical' completeness of the eventual EIS.

1.5 Where structures of architectural heritage merit are encountered, it is recommended that they be treated as set out in Section 4 below.

1.6 While emphasis is normally placed on the adverse effects of a road scheme, it should be noted that the beneficial effects on the built fabric of towns, villages or settlements consequent on the removal of through-traffic should also be taken into account in setting out the section on architectural heritage. In the case of the proposed N5 Strategic Corridor Study, a reduction in through-traffic will assist in, for instance, Strokestown, Tulsk, Ballingare and Frenchpark functioning within their own context as a local and regional centres. This can allow for the greater presentation and appreciation of structures of architectural heritage merit, or allow for new measures to be taken which will help preserve the character of each of the town and villages.

2. Content of Preliminary and EIS Documentation Dealing with Architectural Heritage

2.1 It is recommended that a chapter or section titled “ *Architectural and Archaeological Heritage, and the Cultural Heritage*” is included in any report documentation prepared at the different stages of road design, including the EIS.

2.2 It is also recommended that the content of the chapter or section should be laid out, in part, to specifically set out the work of identification and assessment in relation to ‘*architectural heritage*’.

For example, it might read

“*The impact of the development will be assessed with reference to*

- *Architectural Heritage ...*
- *Archaeological Heritage ...*
- *Cultural Heritage ...*”

3. Defining Architectural Heritage

3.1 The term “*architectural heritage*” is defined in the Architectural Heritage (National Inventory) & Historic Monuments Act, 1999, as meaning “all

(a) *structures and buildings together with their settings and attendant grounds, fixtures and fittings,*

(b) *groups of such structures and buildings, and*

*(c) sites,
which are of architectural, historical, archaeological, artistic, cultural,
scientific, social or technical interest”.*

3.2 For guidance on what is encompassed by the term “*architectural heritage*”, it is recommended that reference is made to Section 2.5 of the “*Architectural Heritage Protection, Guidelines for Planning Authorities, 2004*” issued by the Department of the Environment, Heritage and Local Government. While this section relates to protected structures, it illustrates the range of structures which should be taken into account when assessing architectural heritage.

3.3 Many structures which could be considered to constitute the architectural heritage of an area are not likely to be documented. This may leave shortcomings either in a “*desk-top*” study of known sources of information or in bibliographical reference material presented as a review of the architectural heritage of an area.

3.4 It should also be noted that reference to the content of the Record of Protected Structures (RPS) in the County Development Plan for information on structures of architectural heritage merit in a locality is likely to prove insufficient. The definition of structures to be included in the Record of Protected Structures in a development plan is set out in Section 51(1) of the Planning and Development Act of 2000. This section states that

“For the purpose of protecting structures, or parts of structures, which form part of the architectural heritage and which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, every development plan shall include a record of protected structures, and shall include in that record every structure which is, in the opinion of the planning authority, of such interest within its functional area.”

In effect the RPS is a subset of the architectural heritage of a locality which the planning authority considers specifically to be of special interest under specific headings. As such, the RPS does not necessarily represent the architectural heritage of a locality. It follows that exclusive reliance on the content of the RPS, or a proposed RPS, is likely to give consideration only to part of the architectural heritage that may be found in the vicinity of a development.

3.5 This is likely to mean that a primary survey of the Study Area for the proposed N5 Strategic Corridor Study will have to be carried out in order to establish what existing elements of architectural heritage will be affected, if at all, by any proposed route. It should be noted that this information is incremental, and will eventually inform the content of the completed EIS.

3.6 It should also be noted that carrying out primary survey work is likely to be far less onerous than might first appear. Previous road design schemes indicate that it appears customary in setting out road schemes to avoid as much of the existing built environment as possible. Consequently, an overall survey of the various proposed corridors at project planning stage will identify most of the significant elements of the built environment within each of them.

If a competent architectural heritage assessment is made of that information, it will identify those elements of architectural heritage merit upon which it is preferable not have an adverse impact.

3.7 It is emphasised that competent architectural heritage expertise will be required to make an assessment of survey information. It is recommended that this particular expertise is engaged early in the planning of the project in order that relevant input is available in good time. In effect most issues relating to impact on architectural heritage can be “*designed out*” at planning and design stage of the proposed road scheme simply by identifying and avoiding significant elements of that heritage. In consequence, it can be expected that adverse impact on architectural heritage in the vicinity of a proposed road scheme is much reduced.

4. Identifying and Assessing Architectural Heritage

4.1 As stated in Section 3.6 above, a primary survey of the proposed corridors within the N5 Strategic Corridor Study Area will identify most of the significant elements of the built environment in the vicinity of any them. Most of this built environment is upstanding and self-evident. It should be the norm that all structures of architectural heritage merit either in or the vicinity of the proposed corridors, and which may be impacted upon by a proposed route, should be

- identified at project planning and design stage,
- evaluated as to architectural heritage significance, and
- the perceived amount of disturbance or intrusion upon them by the route of the proposed road scheme assessed as part of planning and design stage of the project.

4.2 As stated in Section 3.7, if addressed in an appropriate fashion it is likely that any adverse impact on architectural heritage and any conflicts are largely “*designed out*” of the proposed road scheme at planning and design stage. It should be noted that, unless the proposed road scheme traverses an area of considerable habitation, it is likely that relatively few structures of architectural heritage merit will exist in the vicinity of a proposed corridor.

However, where proposed corridors cross open countryside, specific attention should be given to the possible existence of demesne, or former demesne, lands which have not been dissipated and still retain an identifiable integrity. In addition to a country house, these may still retain identifiable features such as estate walls, entrances, gatelodges, driveways, landscape features, follies, icehouses, and one or more complexes of farm building of note.

Attention should also be given to the existence of isolated structures in open countryside which may have architectural heritage merit, for example, cut-stone bridges or mill buildings and associated structures.

4.3 As stated in Section 3.3, many structures which could be considered to constitute the architectural heritage of the area are not likely to be documented for the purpose of “*a desk-top study*”. In the absence of readily available and comprehensive documentation, it is customary to recommend that all structures

encountered on the ground in the vicinity of a proposed road scheme are documented and an architectural heritage assessment of them set down.

4.4 Where an evaluation of the implications of the proposed corridors on structures of architectural heritage merit is carried out early in the planning and design process it will be evident what level of documentation regarding each structure should be provided for the purpose of the preliminary report. This information will also indicate the consequent degree of recording or documentation which is warranted in each case in subsequent stages of the planning and design process.

4.5 The process is no more than the identification and assessment of the architectural heritage merits of any or all structures which are encountered in proximity to any proposed corridor, and stating the perceived effect on them. It should be noted that extensive paper research in relation architectural heritage is not required in advance of examining the actual reality along any proposed corridor.

Aerial photographs of a proposed route will indicate most structures in a locality which are likely to be affected. Making an assessment of the architectural heritage value of just those structures will confine the work to manageable proportions. Research material, if available, may be used to confirm the value of structures already identified or establish their provenance.

In the case of the proposed corridors, it is likely that structures or groups of structures with a larger footprint, e.g. country or large houses, farm building clusters, demesne lands, bridges, mills, mill ponds and mill races, and so on.

Smaller structures or items of architectural heritage merit which are not evident on maps or aerial photographs should also be taken into account in the course of detailed site survey work. However, it may not be possible to identify such items in considering the broader implications within the context of setting out corridor options.

Placing an over-emphasis on documenting structures in a paper-search of historical maps or papers, and then confirming their existence by field work is a questionable approach. Apart from being time-consuming, it also risks overlooking structures on the ground which are not documented in research sources.

4.6 At a minimum, the term '*documented*' means -

- an accurate and succinct description of the structure;
- an assessment by competent expertise of its architectural heritage merit ;
- the extent of the structure set out on a map of sufficient scale;
- a sufficient number of photographs which illustrate, particularly to someone not in a position to visit the location on their own account, the built form and architectural heritage significance of the structure under consideration;
- an assessment of the impact which the proposed corridors are likely to have on the structure. In the case of the preliminary report it may amount to either stating that it is within a proposed corridor or stating the relevant distance between it and the proposed corridor, e.g. relationship with Strokestown House; and
- supporting information, where applicable and appropriate, such as any research documents or, perhaps, sketch plans of each floor level of structures which are

directly impacted. If produced, this material may not necessarily be included in the preliminary report if an appropriate reference is adequate.

4.7 It is important that the matter of 'architectural heritage' is explicitly documented and assessed in its own right within the Study Area documentation. It should not simply be addressed as an adjunct to considerations of an archaeological nature. In this regard information concerning architectural heritage will need to be assessed by competent expertise in order to set down a proper assessment of the value of structures of architectural heritage merit.

4.8 It should be noted that every opportunity should be taken to make use of material gathered for other parts of the Study Area documentation, e.g. any primary survey work. It should also be the case that any material gathered and assessed is seen as contributing to the content of further report documents at subsequent stages in the route selection process. This will eventually culminate in the production of an EIS,

To that end all structures should be documented for the purpose of architectural heritage assessment early in the selection/design process. Some additional work may be required to establish the integrity of existing or former demesne lands which are either traversed or in proximity to a proposed corridor, e.g. Frenchpark Demesne. Where the integrity of demesne lands is considered to be dissipated to an extent that the residue does not warrant protection, it is important that this is fully stated and justified in the preliminary report.

5. Presentation of Architectural Heritage Information in both Preliminary Reports and an EIS

Collating material relevant to structures of architectural heritage merit in an EIS is in incremental process which begins with the establishment of a Study Area. Information gathered at each subsequent stage should be added to that already in place. While concentrating on the content of the EIS, the notes in this section are intended to assist in the different stages of that process in relation to assessing impact on architectural heritage.

5.1 Few road schemes will not have some impact on their surroundings. The EIS process is intended to establish if the extent of impact is such that it is, or is not, acceptable in terms of the wider value or benefit that the proposed road scheme will bring with it. Within this context there may be, on occasion, a direct impact in architectural heritage terms on one or more structures if a proposed road scheme is to proceed. However, in a situation where the issue of architectural heritage is addressed early in the project planning and design process, it is customary to find that relatively few structures are likely to be affected.

5.2 As it is also the purpose of the EIS procedure to establish what the actual impact of proposed road scheme will be, the reality of the situation should be clearly set out at the various report stages and in the eventual EIS. At that stage it will be for the regulatory authorities to determine if the outcome of any impact is acceptable within the overall context of the designed road scheme. Therefore all statements included in any report in respect of the assessment of architectural heritage merit, and the perceived impact upon it, should be factual and without bias.

5.3 It is customary to focus on the adverse effects of a road scheme on elements of architectural heritage along a proposed route. It should be noted that the beneficial effects on the built fabric of towns, villages or settlements consequent on the removal of through-traffic or improvement in road layout should also be taken into account in setting out the section on architectural heritage. In the case of the proposed N5 Strategic Corridor Study, a reduction in through-traffic will assist in, for instance, Strokestown, Tulsk and Ballingare functioning within their own context as a local and regional centres. This can allow for the greater presentation and appreciation of structures of architectural heritage merit, or allow for new measures to be taken which will help preserve the character of each of the town and villages. If other beneficial instances are anticipated following the completion of a proposed road scheme, they should also be included in the documentation in order to give a fair representation of the actual overall effect of the proposed road scheme on the architectural heritage of any of the particular corridors.

5.4 The section setting out a schedule of structures which will be affected by a proposed route should set out in tabular form, for example, in the following format -

- reference number which cross-references to the route maps in order to locate the structure;
- brief description of the structure;
- assessment of its architectural heritage merit ;
- proximity of the structure to the proposed route in metres
- brief assessment of the impact which the proposed development is likely to have on the structure; and
- a representative 'thumbnail' photograph showing the general configuration and architectural heritage significance of the structure.

5.5 It should be noted that merely transcribing measures appropriate to the protection of the archaeological heritage is usually inappropriate in relation to structures of architectural heritage merit. For instance;

5.5.1 It should be noted that structures of architectural heritage merit are generally self-evident and can be identified early in the route planning or design stage of a proposed road scheme. It should not be the case that previously unknown structures are encountered at construction stage. Therefore it is inappropriate to specify in an EIS that baseline survey work of architectural heritage will be required after either the completion of the EIS or in the course of site or construction work. Equally, it is inappropriate to specify that appropriate corrective measures relating to structures of architectural heritage merit will be decided upon at construction stage. To do so is, in effect, an admission that due consideration of the impact on architectural heritage has not been made in setting out the EIS.

5.5.2 Putting forward "*mitigation measures*" rarely has a relevance to structures of architectural heritage merit. Instances may occur where a particular structure, for example, a set of entrance gates or boundary wall, can be moved back or relocated to facilitate a proposed route. However, generally structures which have to be dismantled or demolished to facilitate the selected route, or perhaps allow a safer site access route to the construction works, cannot be reinstated. In

such circumstances there is no mitigation which can be offered if a structure of architectural heritage merit is to be destroyed. Clearly the only mitigation is avoidance, where avoidance is possible.

5.5.3 Similarly, the route of a new road scheme in close proximity to a structure of architectural merit may compromise the setting of that structure or have an adverse visual impact upon it. The practical reality is likely to be that there is little mitigation which can be offered which ameliorates adverse impact other than amending the route layout as appropriate, if it is possible to do so.

5.5.4 In the context of archaeological heritage, it is customary to record in some detail archaeological artefacts which are encountered in the vicinity of a development. In the case of structures of architectural heritage merit, unless there is an actual physical impact such as partial or total demolition, or close proximity to the proposed works, there is little point in making detailed records for their own sake of those structures beyond the basic documentation specified in Section 4.6 above.

To do so would in effect be an unwarranted imposition in relation to a proposed road scheme, and would not be sought in other forms of development where an EIS does not apply. If a structure is adjacent to but largely unaffected by a proposed road scheme, then it remains as an artefact of architectural heritage merit which can be used, visited or examined on a continuing basis. Making or presenting superfluous documentation relating to architectural heritage as part of the EIS process is likely to serve little practical purpose.

5.5.5 It should be noted that the use of the term "*preservation by record*" is not appropriate in relation to structures of architectural heritage merit. In the case of archaeological sites it is recommended in Guidelines that there should always be a presumption in favour of avoiding adverse impact, and that '*preservation in-situ*' should always be the first option to be considered. Where impact on archaeological sites is unavoidable it is said that the process, consequent to excavation and the recovery of artefacts and/or associated information, is one of '*preservation by record*'.

Where it is proposed to demolish structures of architectural heritage merit, the physical artefact is not preserved if the structure is actually removed. As there is likely to be no physical remains when the structure is destroyed, it is no more than an euphemism to state that the structure is protected or preserved through making record documents. Therefore use of the term "*preservation by record*" is inappropriate in relation to impact on architectural heritage.

5.5.6 Where it is proposed in an EIS that structures of architectural heritage merit will be "*monitored*" as "*mitigation*" during construction work, for instance by the use of tell-tales for vibration monitoring or the like, it is in effect a tacit admission that the impact of the proposed works on the structure is unknown. The offer of "*monitoring*" is a concession that, in effect, damage consequent on the works will be rectified. However, this remains no different from the situation in respect of any other structure within the vicinity of a proposed road scheme. If the structure

is of sufficient merit as to warrant protection, then the best “*mitigation*” which can be offered is avoidance, if avoidance is possible.

Record of the Past

5.6 Where it is necessary to demolish structures of architectural heritage merit in order to carry out a particular road scheme proposal, these cases should be highlighted as such in the EIS. These structures should be documented as appropriate to their significance and, in addition to the original survey photographs, record photographs should be taken before demolition. This combined documentation should be treated as a “*record of the past*”. It is recommended that it is specified in the EIS that these records are deposited with an appropriate archive, e.g. the County Library Archive.

5.7 It should be noted that the purpose of documenting structures which are to be either demolished, partly demolished, or significantly impacted upon is to set down a record of the situation as it existed at a particular point in time, that is, just before removal. This information may be cross-related to, for instance, historical maps at a future time by others as part of research work for historical purposes or social study.

Few structures which are removed as part of a proposed road scheme are ever likely to be reconstructed. Therefore carrying out extensive measured work and making detailed drawings will rarely be required. Documentation relating to most structures to be removed need only give a reasonable representation of the structure as it existed prior to removal. Photographs which illustrate the basic form and relevant detail of a particular structure may reduce the requirement of measured work to a minimum. Following removal, the information associated with the structure simply becomes a “*record of the past*”.

5.8 It should be noted that, where a structure is to be demolished and its associated site cleared, archaeological investigation may be justified. This should be highlighted in the chapter in the EIS dealing with archaeological heritage.

5.9 Where a structure or feature of architectural heritage merit is to be dismantled and relocated as part of a proposed road scheme, the authenticity of the original should be maintained.

This will mean, for instance, that

- the structure is documented in sufficient detail both before and in the course of being dismantled in order to allow it to be accurately rebuilt to its original form;
- it is carefully dismantled in order to avoid undue damage to its constituent parts;
- it is reconstructed using, in so far as is practicable, its original materials;
- it is reconstructed using, in so far as is practicable, the original construction techniques. For instance, lime mortar is used for in cut-stone or coursed random rubble work rather than sand/cement based mortars;
- it is reassembled as an accurate representation of the original, maintaining the same profiles, surface finish, and faithful detailing rather than a pastiche reproduction. For instance, where an original wall is of solid masonry, its reinstatement should not be of a concrete block core with masonry facing to one or both sides;

- any replacement parts are faithful in style, material, and size to the original. For instance, any individual parts of a cast-iron railing, or segments of replacement railing should replicate the original.

Content of Record of the Past

5.10 The documentary information specified in Section 4.6 above is of a general nature sufficient to establish the basic architectural heritage merits of a particular structure. As set out in Section 5.6 above, a “*record of the past*” should be made for particular structures which are either to be demolished or significantly impacted upon. Depending on their particular architectural heritage merit, it is recommended that such structures are documented to the following levels;

5.10.1 Structures of relatively minor architectural heritage merit or significance:

- as for Section 4.6 above, i.e. the original survey documentation, viz.
- an accurate and succinct written description of the structure;
- an assessment of its architectural heritage merit ;
- the extent of the structure set out on a map of sufficient scale;
- a sufficient number of record photographs which illustrate the built form and architectural heritage significance of the structure;
- any additional information such as any research documents; and, in addition,
- record photographs taken before demolition, and which include a clear indication of scale such as calibrated ranging rods.

5.10.2 Structures of greater architectural heritage merit or significance;

as for Section 5.10.1 above, but including sketch floor plans and sections drawn on squared paper which gives an indication of a recognisable scale. Architectural and constructional details should be documented by photographs which include a clear indication of scale.

5.10.3 Structures of specific architectural heritage significance;

as for Section 5.10.2 above, but including measured drawings to an appropriate scale showing the general site layout and general floor plans, sections and elevations.

5.10.4 Structures of particular architectural heritage significance;

as for Section 5.10.3 above, but including a full set of measured drawings and rectified photographs. The measured drawings should also include constructional details to an appropriate scale. It should be noted that this specification will only be required in exceptional circumstances. It is more likely that such structures will have been identified at planning and design stage, and will have been avoided by the road scheme in the first instance.

SITE SYNOPSIS

SITE NAME: CLOONSHANVILLE BOG

SITE CODE: 000614

Cloonshanville Bog is located approximately 2 km east of Frenchpark. The eastern boundary of the site is the Breedoge River, the southern the Frenchpark/Elphin road. It is underlain by low-permeability, clayey limestones. The bog developed in a shallow basin in a groundwater discharge zone. The regional watertable has been lowered, but evidence of groundwater inputs are seen on and around the high bog.

Cloonshanville Bog is a large raised bog, a priority habitat listed on Annex I of the EU Habitat Directive. The bog is largely dominated by Heather (*Calluna vulgaris*), with Deergrass (*Scirpus cespitosus*) and Common Cottongrass (*Eriophorum angustifolium*) occurring frequently. Cranberry (*Vaccinium oxycoccos*) is found in some sections of the bog. In the wettest areas hummock/pool systems have developed. The cover of lichens and Bog Mosses (*Sphagnum* spp.) is generally good and the scarce species, *S. imbricatum*, *S. fuscum* and *S. pulchrum* occur.

A large flush area occurs in the centre of the bog dome. The main body of the flush supports an extensive area of bog woodland. This habitat is also listed as a priority Annex I habitat under the EU Habitats Directive and is an extremely rare Irish woodland type. The woodland is well-developed structurally and contains a diverse range of plant species. It is dominated by Birch (*Betula* sp.) with some Willow (*Salix* sp.) occurring, and with an understorey of tussocky Purple Moor-grass (*Molinia caerulea*). Bog Myrtle (*Myrica gale*) occurs in places. Three areas of coniferous plantation have been included within the site for hydrological reasons.

The Breedoge River, which marks the eastern boundary of the site, adds habitat diversity and is important for wildfowl, including Mallard and Snipe.

SITE SYNOPSIS

SITE NAME: CORBALLY TURLOUGH

SITE CODE: 001627

Corbally is one of seven turloughs centred around Tulsk in central Roscommon. It covers a small site beside the main Strokestown road where several fields converge in a small shallow basin. The floor of the turlough is covered in a thin layer of drift but the basin itself is underlain by limestone, making the turlough quite productive in terms of its vegetation.

Large beds of Yellow Iris (*Iris pseudacorus*) with some Reed Canary-grass (*Phalaris arundinacea*) occur around the edges of the turlough. There is also a good mixture of other aquatic and floating plants within the main body of water; Amphibious Bistort (*Polygonum amphibium*), Common Spike-rush (*Eleocharis palustris*), Marsh Pennywort (*Hydrocotyle vulgaris*), Marsh Foxtail (*Alopecurus geniculatus*), Floating Sweet-grass (*Glyceria fluitans*), Bogbean (*Menyanthes trifoliata*), Water Horsetail (*Equisetum fluviatile*) and Marsh Yellow-cress (*Rorippa palustris*) are common.

The ditches which meander through much of this area also

contain an interesting flora with Thread-leaved Water-crowfoot (*Ranunculus trichophyllus*), Duckweed (*Lemna* spp.), Water Plantain (*Alisma plantago-aquatica*) and Fine-leaved Water-dropwort (*Oenanthe aquatica*).

A feature of interest are the three crannogs forming prominent hillocks within the turlough. In addition to being of archaeological interest, they provide roosting and nesting places for several bird species. Corbally is a popular wetland for mobile populations of overwintering wildfowl which move between adjacent turloughs. Some of the species that have been noted there include Bewicks Swans, Whooper Swans, Golden Plover, Wigeon, Teal, Mallard, Pintail, Shoveler, Pochard, Tufted Duck, Grebe, Coot, Lapwing and Curlew.

The vegetation and birdlife make this site interesting on scientific grounds, while the archaeology of the area adds to its overall importance. □

SITE SYNOPSIS

SITE NAME: BRIERFIELD TURLOUGH

SITE CODE: 000594

Brierfield Turlough is located 4 km east of Castleplunket. This site is a very good example of a turlough system with an excellent species diversity and a good range of habitats. It is comprised of a large area of shallow water, lowland wet and dry grassland, a scrub covered island, a crannog and a small area of limestone pavement.

The southwest end is underlain by thick peat over marl. The peat floats as a scraw which is colonised by Bogbean (*Menyanthes trifoliata*), Bottle Sedge (*Carex rostrata*) and Blunt-flowered Rush (*Juncus subnodulosus*). The margins of the turlough consists of swards of sedges (*Carex* spp.), with occasional Willow (*Salix* spp.).

Around the swallowholes there is Mare's-tail (*Hippuris vulgaris*), Watercress (*Rorippa* spp.), Fine-leaved Water-dropwort (*Oenanthe aquatica*) and Amphibious Bistort (*Polygonum amphibium*).

The area is also an important overwintering site for several species of wildfowl including Whooper Swans which are a legally protected species.

Parts of the site have been damaged by dumping of old cars. Eutrophication of the turlough has also occurred. However there are other parts of this site which are notable for their lack of disturbance particularly from grazing. The site is also of considerable scenic value.

□

SITE SYNOPSIS

SITE NAME: BELLANAGARE BOG

SITE CODE: 000592

Bellangare Bog is a large bog situated 6 km north-north-east of Castlerea. It is classified as a western, or intermediate, raised bog, showing as it does features of both raised bog and blanket bog. The bog is underlain by muddy Carboniferous limestone with a low permeability. The sub-soil is predominantly of clayey limestone till. The site lies in an upland area at the top of a surface catchment divide. The surface of the bog is undulating and the peat is concentrated on ridges, with flushes occurring in between. A number of streams, including the Frances River, rise on the site. The bog is traversed by several tracks. A large section of the site is in state ownership.

The vegetation of the high bog is characterised by an abundance of Deergrass (*Scirpus cespitosus*), Bog Asphodel (*Narthecium ossifragum*) and Carnation Sedge (*Carex panicea*), with varying dominances. The cover of Bog Moss (*Sphagnum* spp.) is generally low (< 10%), but there are some localised wetter areas with pools, where Bog Moss cover is higher, as at the western and eastern sides of the site. Bog-Sedge (*Carex limosa*), a species more usually found on blanket bogs, occurs in some pools, while the scarce Bog Moss, *Sphagnum pulchrum*, is found in some of the wetter parts of the site. Well-developed hummocks and several quaking areas occur in some sections of the site. For a raised bog, Bellanagare Bog is floristically unusual, supporting, as it does, species typically found on raised bogs as well as species more usually found on blanket bogs.

Bellanagare Bog is also notable for the range of flush types found. These occur quite frequently and are usually located in depressions. Flush types on the site include an in-filling lake, an extensive Purple Moor-grass (*Molinia caerulea*) flush with a high diversity of plant species, a large swallow-hole flush and flushes associated with springs, rises and streams. One flush is coincident with a bog burst. The site also includes much cutaway bog, small areas of heath, scrub, wet grassland and several small conifer plantations.

The site is vulnerable to water loss through the extensive drain network in its northern half and from active peat-cutting, which occurs in places all around the site. Because it is also quite a dry bog it is very vulnerable to burning.

The site provides habitat for a relatively large population of Red Grouse, a scarce and declining species in Ireland.

Bellanagare Bog is of considerable scientific and conservation significance, in particular for its status as an intermediate raised bog, for the wide variety of different flush types found, for its large size and for the presence of the scarce Bog Moss (*Sphagnum pulchrum*). Raised bogs are rare and threatened in Europe and are listed as a priority habitat on Annex I of the EU Habitats Directive.

SITE SYNOPSIS

SITE NAME: BELLANAGARE BOG SPA

SITE CODE: 004105

Bellanagare Bog is a large bog situated 6 km north-north-east of Castlerea in Co. Roscommon. It is classified as a western, or intermediate, raised bog, showing as it does features of both raised bog and blanket bog. The bog is underlain by muddy Carboniferous limestone with a low permeability. The sub-soil is predominantly of clayey limestone till. The site lies in an upland area at the top of a surface catchment divide. The surface of the bog is undulating and the peat is concentrated on ridges, with flushes occurring in between. A number of streams, including the Frances River, rise on the site. The bog is traversed by several tracks. A large section of the site is in state ownership.

The vegetation of the high bog is characterised by an abundance of Deergrass (*Scirpus cespitosus*), Bog Asphodel (*Narthecium ossifragum*) and Carnation Sedge (*Carex panicea*), with varying dominances. The cover of bog mosses (*Sphagnum* spp.) is generally low, but there are some localised wetter areas with pools. Well-developed hummocks and several quaking areas occur in some sections of the site.

In the past, the bog was used by wintering Greenland White-fronted Geese from the population that is centred on Lough Gara. However, the geese now feed mainly on intensively managed grassland and seldom use the bogs in the area. The bog may have been used by nesting Golden Plover in the past and is occasionally used by small numbers of wintering birds. There is a good population of Red Grouse at the site.

Other typical bog fauna present includes the Common Frog and the Irish Hare - both of these species are listed in the Irish Red Data Book.

While Bellanagare Bog SPA appears to have been abandoned by wintering Greenland White-fronted Geese, it is still of some ornithological importance as it supports a population of Red Grouse, a scarce and declining species in Ireland that is Red listed.

RN06400-02-5571
RN04250-02-5907

015 Health Services Executive



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

Environmental Health Dept.
Health Service Executive West
Time House
Abbey Street, Roscommon
Tel: (090) 6627588
Fax: (090) 6627212

Mr Morris Mulhearn
A/Executive Engineer
National Roads Design Office
Racecourse Rd
Roscommon



18th January 2007

Re: N5 Strategic Corridor Study between Ballaghaderreen & Scramoge
Re: N61 Boyle Town Bypass: Route Corridor Selection Study

I wish to comment on the above proposals as follows:

Any route for new roads should not pose a risk to Public Health or contamination of the surrounding environment. In the construction of same all necessary precautions should be taken to minimise risk to Public Health.

In recent developments a trend is emerging that when ground breaking takes place, particularly where there is demolition of structures, there is a displacement of the indigenous rodent population.

This is leading to Public Health hazards with the attendant risks to the general population in the surrounding area.

In order to minimize the risk to Public Health a Rodent Control Plan should be submitted for approval to this Dept. and the implementation of the Rodent Control Plan should commence one month before any ground works begin.

If you need clarification on any matter do not hesitate to contact the office.

Yours sincerely

Paul O'Shea
Senior Environmental Health Officer

"As a department we are striving for continual improvement of our service and we would welcome any comments you may have in this regard"



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

Environmental Health Dept.
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Mr Mark Keaveney
Senior Executive Engineer
National Roads Design Office
Racecourse Rd
Roscommon

6th March 2007

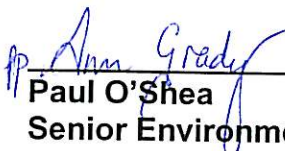
Re: **N5 Strategic Corridor Study**
Your Ref: **RN04250-02-5858**



Dear Mr Keaveney

Further to your letter dated 27th February, I enclose copy letter sent to your office on 18th January 2007 in respect of the above stated.

Yours sincerely



Paul O'Shea
Senior Environmental Health Officer



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

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Yours sincerely

Paul O'Shea
Senior Environmental Health Officer

"As a department we are striving for continual improvement of our service and we would welcome any comments you may have in this regard"

BORD GÁIS ÉIREANN



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8th March 2007

Mr Mark Keaveny
Senior Executive Engineer
National Roads Design Office
Racecourse Road
Roscommon
Co. Roscommon



Dear Mr Keaveny,

Thank you for your enquiry and for informing us about the new N5 strategic corridor. I confirm we have no comment as we have no natural gas mains in the area affected and we have no short term plans to extend the network in this area at present. I apologise for not replying previously.

Yours sincerely,


William Kearney,
Distribution Design Manager

017 Department of Transport

Mark Keaveny

RN04250-02-5968

From: CLINTON Charles [CharlesClinton@transport.ie]
Sent: 13 March 2007 16:57
To: Mark Keaveny
Subject: N5 Strategic Corridor Study

Mark,

Further to your letter of 27th February 2007 re above and our subsequent telephone conversation to-day, Roads Policy Division have no comments to make on the proposed road scheme as it is a matter for the National Roads Authority (NRA) under section 17 of the Roads Act 1993.

Regards,

Charlie Clinton
Roads Policy Division

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile.

Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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Mr. Mark Keaveny
Senior Executive Engineer
National Roads Design Office
Roscommon County Council
Racecourse Road
Roscommon



Córas Iompair Éireann

Group Property Management

Driel Street
Dublin 1
Fax: +353 1 703-2930 / 703-2915
Graham Skelly

Enquires to:
(01) 703 3178

Tel:
13th March 2007

Date:

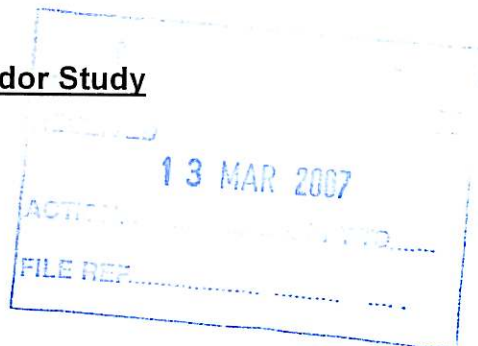
Our ref:

30/GS

Your ref:

018 CIE

RE: N5 Strategic Corridor Study



Dear Sir,

I refer to the above matter and wish to thank you for your letter, including maps, of 7th March last. Having examined the Route Corridor Options, CIE do not wish to make a submission as there are no railways in the proposed areas of construction.

Should you have any queries regarding this matter, please do not hesitate to contact Graham Skelly of this office on 01 703 3178

Yours faithfully,

Niall Grogan
Group Property Manager



019 Iarnrod Eireann

National Roads Design Office,
Racecourse Road,
Roscommon,
Co Roscommon.

Our Ref :3703/19
Your ref; RN04250-02-5858

21st March 07

Re: N5 Strategic Corridor Study:

Dear Mr Keaveny,

I refer to your letter of 27th February 2007,

The Divisional Engineer's Office has no objection or comment to make in relation the Constraints Study, as outlined in Drg No: RNO4250-201-003.

Yours faithfully,

B. M. Lucas,
Divisional Engineer,
Athlone

